A Publication for Employees of the Missouri Department of Transportation

Connections

July 2010

Staying Connected in a Smarter, Greener Way

Nearly 900 employees responded to the 2010 Connections survey. In addition, employees and retirees have e-mailed or called the Community Relations Division with feedback. Your responses are leading the way to an improved publication, and we thank you for the valuable input.

After the survey, it is clear that many of you see a way to save money and resources by viewing Connections electronically. Among employees that work in an office and have consistent access to a desktop computer, 70 percent wish to receive an electronic version. However, many field employees need access to a hard copy - nearly 80 percent of field employees indicated a preference for a printed version.

You will soon see several changes to the Connections newsletter you currently receive. In response to your feedback, we're cutting the number of printed issues by nearly 1/3 to a quantity of 9,000. This will save the department money on printing and be friendlier to the environment, with less paper used each month.

Each building will receive a limited number of printed copies, but there will not be one sent to each employee. MoDOT will continue to mail a printed copy each month to our 6,000 retirees.

As an additional cost savings, a new format is under development that could be printed at MoDOT. That will likely mean a smaller, more standard size. Not only will this save money on printing, but it allows for a timelier publication, with less transition time needed for an outside source to print and distribute each month.

Stay tuned as a new format progresses – we'll be looking for your feedback.

If you would like to view the results of the survey, visit the Community Relations Division page of the Intranet. Much thought has gone into providing you the most useful publication possible, in the most practical format. If you have comments or questions, please contact Laura Holloway, Connections editor, at *Laura.Holloway@modot.mo.gov* or 573-751-5985.

Ride for Remembrance Raises Nearly $6,000 for Memorial

by Sally Oxenhandler / photos by Shaun Schmitz

The second annual Ride for Remembrance drew a crowd of about 200 to the Jaycee's Fairgrounds in Jefferson City on June 12 and raised in the neighborhood of $6,000 for the fallen workers' memorial. About 120 motorcyclists biked to the event, a smaller number than last year probably because of the rain in the forecast, said Ashley Halford, the event's organizer.

"We had a nice turnout despite the weather and everyone had a good time while raising money for a worthy cause," Halford said.

Highlights of the event included a memorial service honoring MoDOT workers killed in the line of duty. Relatives of fallen workers Mike York, Jeffery McBride, Josh Slatten and Julie Love helped release white balloons into the air as part of the tribute. Mike York's mother, brothers, sisters-in-law and daughter rode his bike along with others in the rally. The Department of Conservation donated shrub seedlings for the fallen workers' families to take and plant in their memory. Shrubs not claimed by family members were sent to the districts to be planted as memorials to our fellow MoDOT employees.

Nearly $6,000 was raised for the fallen workers' memorial.

Approximately 120 motorcyclists rode to Jefferson City for the second annual Ride for Remembrance to pay tribute to fallen workers.

The MoDOT Divas, a singing group made up of Chief Financial Officer Roberta Broeker, Resource Management Director Brenda Morris and Organizational Results Director Mara Campbell, provided vocal entertainment before the memorial ceremony. State Bridge Maintenance Engineer Scott Stotlemeyer and Senior Government Relations Specialist Lisa LeMaster were good sports and took turns in the dunking booth to help raise funds for the memorial.

The statewide memorial is planned for a grassy area just west of MoDOT's Central Office, near the Capitol, to honor the 130 men and women killed in the line of duty since 1932. For more information or to make a donation, please visit the Transportation Employees Association of Missouri website at *http://www.moshea.org.*

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David Rainey receives MoDOT's highest safety award

New Highway Safety Website Offers Info to Arrive Alive

by Melissa Black

The Missouri Coalition for Roadway Safety has a new face on the web. Anyone interested in learning how to stay safe on Missouri roads can visit the newly redesigned *www.savemolives.com*.

"We really wanted an updated website that would grab people's attention and present our safety information in the best way possible," says Leanna Depue, chair for the Missouri Coalition for Roadway Safety's executive committee and MoDOT's Highway Safety director. "We wanted something more interactive that will help us accomplish our goals of fewer fatalities and injuries on Missouri roads."

The new site not only looks completely different, but it is organized much differently as well. The latest news, events and regional pages, along with specific program area information now are part of the homepage. Quick links to Facebook, Twitter and a newsfeed also give the new site a much bigger social media focus, and there is a much heavier focus on interactive content. The popularity of video sites like YouTube and Hulu encouraged the coalition to use safety videos to engage and interact with the visitor.

The site is divided into four topics making it easier for visitors to find the info they need: The Situation, Safe Driving, Danger Zone and Take Action. The Situation gives all the pertinent facts and stats about highway safety in Missouri. Safe Driving covers all the info that helps keep motorists safe on the roads from seat belts to motorcycle safety, as well as driving laws and available resources. Danger Zone covers those areas that cause fatalities and injuries on our roads like distracted driving, impaired driving and speeding, as well as resources to address these. Take Action helps visitors find ways to get involved and help keep their friends and family healthy and safe.

"The edgy design of the new site will hopefully appeal to many of our younger drivers, since this is the largest group of motorists we need to try and educate to Arrive Alive," Depue says.

Overall, since 2005, traffic deaths have decreased 31 percent. The 2009 number stands at 878. The coalition credits a combination of law enforcement, educational efforts, emergency medical services and engineering enhancements as the successful formula for saving lives. The coalition's current goal is to have 850 or less fatalities a year in Missouri by 2012. The last time Missouri reached less than 850 fatalities was 1949. As of June 20, 371 people have died on Missouri roads – a 12 percent decrease from the same time last year.

For more information, visit *www.savemolives.com*. Buckle Up and Arrive Alive.

The new site not only looks completely different, but has new organization to allow the latest news, events and regional pages to be part of the homepage.

Consolidating Work Groups Will Save Time and Money

by Kristi Jamison

Last fall, General Services announced several changes would be taking place in an effort to reduce the amount of money MoDOT pays out for Central Office facilities in Jefferson City. The first of those changes was the relocation of pool vehicles and access to Travel Service staff and computers used to check them out.

Throughout the winter and spring, things have continued to change. The distribution center has shifted to its new location at the northwest corner of the building. The area left behind by the DC and other sections are being converted into new office space that will eventually be used to consolidate several groups from other locations.

"We really appreciate how well everyone has adjusted to these changes," said General Service Director Beth Ring. "While it is a little more inconvenient for everyone right now, the department will benefit in the end from the significant savings these changes bring about."

Before: MoDOT distribution center

After: new office space

By reducing the number of physical work locations within Jefferson City, MoDOT will save approximately $450,000 per year in rental payments alone. No longer having to pay for utilities at these locations will cut costs, too. Plus, fewer buildings to travel between means a reduction in fuel and maintenance costs for vehicles driven by maintenance, travel services and mail center staff.

The consolation of locations will also provide for more efficiency in other operations. The response rate of maintenance staff and shuttle drivers will be quicker as they have fewer buildings to maintain and travel between.

Look for more specific details on what groups will be relocating to 830 MoDOT Drive and when in the August issue of Connections and on upcoming editions of Inside Minute.

Careful Supply Management Builds Bridge Over Paint Shortage

by Amber N. Seaton

A national paint shortage has prompted the state of Missouri to prioritize the completion of its pavement marking projects. Major roads and new pavement surfaces will be striped first.

It was only last month that paint producers across the nation started to make a fuss about a growing shortage of the raw materials used to produce road striping paint.

Jim Brocksmith, MoDOT traffic liaison engineer, says the scarcity of these materials is by and large due to manufacturing problems at a Dow Chemical plant in Texas – the largest supplier of highway paint.

"There was a fire at the plant over the winter. The fire caused a decrease in production rates, leading to a large shortage in the chemical used to make traffic paint," he said.

While the shortage may have delayed striping on minor roads, major highways have been re-striped before the busy summer travel season.

"So far we have been able to keep up with our important projects due to management of the available paint on a statewide level. As loads of paint become available they are being directed to the areas of highest need," said Brocksmith.

Private contractors are responsible for the striping on construction projects for major highways. However, the shortage may leave contractors unable to complete all of their striping projects on time.

"Contractors are also feeling the pinch, but MoDOT has put our forces on alert that they may have to step in and stripe some projects as a last resort if the contractors have no paint," said Brocksmith.

In light of the shortage, the Associated General Contractors of America asked the Federal Highway Administration to collaborate with states to develop a contingency plan if the deficiency continues.

The contractors group requested leniency for highway contractors, subcontractors and suppliers, citing that the paint shortage is beyond their control.

Despite the panic that supply issues have caused among contractors, Brocksmith says that standard supply levels should return by fall of this year.

"We have been told that supply will not return to normal until late September. It should gradually increase between now and then," he said.

MoDOT Reviewing Employee Incentive, Compensation and Benefits Programs

There comes a time when programs that were once new and innovative become part of the organizational culture. Practical Design is a good example. When the concept was first implemented, we went back and took a look at all of the projects in our construction program to see how we could deliver the same solution at a lower cost. Now, that practice is routine.

That's why we're now undertaking a thorough review of our employee incentive and compensation programs. We want to make sure they are still providing the results they were intended to achieve. These programs include Safety Pays, Solutions at Work, performance-based pay, equity increases, and overtime policy provisions that exceed what is required by federal law. Relocation benefits and tuition reimbursement are also being evaluated.

That does not mean they are all going to be changed or eliminated. It's a common practice for organizations to analyze the individual components of their total rewards package to ensure a good balance exists - especially as economic and organizational needs change.

The Performance Plus incentives are good examples of how innovative programs can evolve and become the norm. The Project Scoping and Estimating and the Construction Cost Savings incentives were designed to reward employees for bringing in projects on time and under budget. A recent review found they had accomplished just what they set out to do. As a result, completing projects on schedule and within budget has become the new norm for MoDOT. The incentive programs have run their natural course and are no longer necessary to achieve these goals.

Therefore, the Project Scoping and Estimating and the Construction Cost Savings incentives will come to an end on June 30. The usual processes involved in determining who is eligible to receive the final payouts for the Performance Plus incentives will be followed, and eligible employees will receive their final payouts for the program on Aug. 31.

"The programs served their purpose well for several years by reinforcing our new way of doing business and rewarding employees for helping MoDOT achieve cost savings and tangible results," said Chief Financial Officer Roberta Broeker. "Now that employees have created a new normal in project delivery, it made sense to discontinue these performance plus incentives. The employee incentives were paid from district and division personal services budgets. We'll determine what the programs have typically run in each district, and redirect that amount of money to the district operating budgets to be spent on the roads. That supports our 5-year direction."

Additional information about Performance Plus is available on the homepage of the MoDOT intranet.

New and Improved Traveler Information Map Offers More Information Than Ever

by Matt Hiebert

Since 2007, MoDOT's online Traveler Information Map has been helping drivers navigate work zones, snowy roads and flooded routes. Now it will do even more.

With MoDOT's new and improved online map, Missouri travelers will also be able to view radar imagery, oversized load information and commercial zones. In the near future, traffic cameras will even be added on several major Missouri interstates.

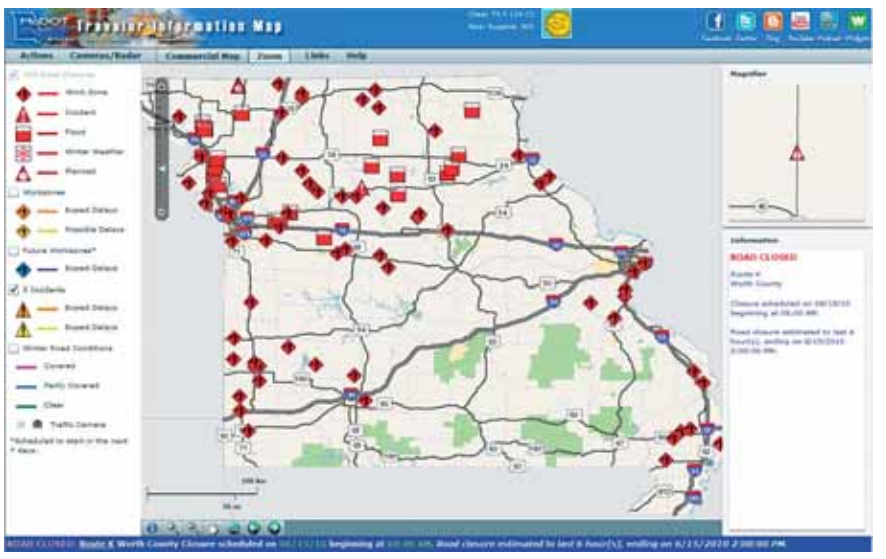
One of the big benefactors of the upgrade will be commercial vehicle drivers and the motor carrier population.

With the changes commercial drivers will be able to view height restrictions, commercial zones and oversized/over dimension information on their own layer of the map.

Radar imagery has also been added to the online map. Fed from the National Oceanic and Atmospheric Administration, the radar layers give a snapshot of weather conditions so travelers can see what's in front of them and what's on the way.

The look of the map has also changed a bit. Although the navigation remains the same, the map will now load quicker, be easier to zoom and more efficient to maintain.

Along with local weather reports, law enforcement information and MoDOT's customer service center, the upgraded Traveler Information Map will be a more important part of the information formula than ever.



With MoDOT's new and improved online map, Missouri travelers will be able to view radar imagery, oversized load information and commercial zones.

Linda Wilson Receives National Recognition for Strategic I-64 Communications

Not many of us can say we helped avert a crisis, but I-64 Community Relations Manager Linda Wilson can add that to her list of accomplishments. A 19-year veteran of MoDOT's District 6 Community Relations team, Wilson was recently recognized in a big way for her outstanding efforts in leading one of the state's biggest, most controversial communications efforts in MoDOT's history. She was named 2010 Communicator of the Year by the National Association of Government Communicators.

The not-for-profit professional communications organization honored Wilson for her highly effective, strategic and transparent communications for the New I-64 project in St. Louis. She was praised for her success in consolidating and leading the public relations staff for MoDOT and Gateway Constructors on a shoestring budget to address concerns of regional mobility, hospital and emergency access, large businesses and employers, mom-and-pop operations, public and private schools, regional attracts and everyday commuters and shoppers. She also was recognized for playing an instrumental role in strengthening relationships and improving MoDOT's credibility with the St. Louis-area media and the public throughout the lengthy project.

According to a news release issued by the organization, a panel of judges selected Wilson because of the effective way she handled all facets of communication on the I-64 project.

"The judges were impressed with Wilson's ability to successfully manage communications with the public before, during and after the project," said Gene Rose, former NAGC president who headed the awards committee. "With limited financial resources she adopted several traditional and new media relation strategies to keep the area's 2.5 million residents advised on the project. Through the new project website, e-mails, online chats, media interviews, and an estimated 300 speeches, Wilson provided transparency to the project, as well as the establishment of the 24/7 incident command center."

Wilson was honored at an Awards Banquet held in conjunction with the NAGC's Communication School on May 17 in Washington, D.C.

On July 13, Wilson accepts an additional award in St. Louis. She has been chosen as the Community Service Public Relations Council's 2010 Public Relations Professional of the Year for I-64.

Linda Wilson stands with Gene Rose, former NAGC president and head of the awards committee.

One Rung at a Time

External Civil Rights Programs are Making a Difference

A wise person once said, "The rung of a ladder was never meant to rest upon, but only to hold a man's foot long enough to enable him to put the other somewhat higher."

MoDOT's External Civil Rights Division administers several programs that provide that proverbial ladder for many disadvantaged individuals and businesses who might otherwise find it difficult to build a career or grow their business in the construction trades.

"Many of these individuals or companies are likely to start out somewhere between ground level and the first rung," said Lester Woods, Jr., External Civil Rights director. "At least it's a rung on a ladder designed to take them to new heights of opportunity."

During the first six months of the year, ECR has been engaged in a whirlwind of activities to help disadvantaged individuals and businesses climb higher up the ladder.

After making some changes to streamline MoDOT's Disadvantaged Business Enterprise Program, the second group of DBEs to complete the entrepreneurial training program graduated in St. Louis in February and in Kansas City in April. Since 2008, more than 30 DBEs have graduated from the program, which is based on the Kauffman Foundation's FastTrac GrowthVenture program – a national business model.

ECR's support for DBEs goes well beyond the classroom, however. In February, the division hosted more than 130 people, including DBEs, contractors, FHWA officials and community-based organizations from across the state at the 2010 EEO Contract Compliance Workshop in St. Louis. The workshop aimed to encourage workforce diversity; provide tools and additional knowledge to enhance business growth; and build awareness of federal requirements/ regulations, various business processes and compliance issues.

Following that, the first-ever MoDOT/ AGC Business Expo was held in Columbia. There, the Associated General Contractors offered valuable tips for doing business with MoDOT to nearly 75 prime contractors, subcontractors, DBEs and community-based organizations.

"We want to give DBEs the tools they need to compete successfully and become profitable," Woods said. "Sometimes going back to business basics gives a company the knowledge and confidence it needs to climb up onto that next rung on the ladder."

While up-and-coming DBEs are benefitting from ECR's Supportive Services Program, it isn't the division's only area of focus. Through the On-the-Job Training Program, staff works to improve the employment prospects of minorities, women and other disadvantaged individuals by offering equal opportunities for training and skills upgrades in the highway construction trades.

Senior Civil Rights Specialist Patricia Weekley facilitates an Entrepreneurial Training Program graduation ceremony.

In April, 14 OJT trainees graduated from two separate programs in the St. Louis area. Nine graduates completed the Construction Craft Laborer's Apprentice Program. Two of them got their start at the Construction Prep Center, a MoDOT-funded pre-apprentice training program. Five others completed the Local 513 Operating Engineer's Apprenticeship program. One of them started out at the Construction Careers Center High School, also funded by MoDOT. The New I-64 project provided an important training ground for all of these graduates, each of who are now journey-level craft laborers. So far, one graduate has been hired by local contractor Fred Weber.

In Kansas City, 10 trainees graduated from the OJT program between 2009 and 2010. They completed various construction crafts' or other professional services' apprenticeship programs. Plus, two graduates got their start through the Full Employment Council's pre-apprenticeship program, Project Prepare, which is funded by MoDOT. Most of their on-the-job experiences came from the kcICON project, allowing them to reach journey-level craft laborer status. All of them have been retained as employees on the project.

ECR is doing a tremendous job of providing a much needed boost to the many individuals and businesses it serves – all of whom are trying hard to climb the ladder of success.

"Our staff is doing an excellent job of laying a solid foundation that is helping minorities, women and disadvantaged businesses become better prepared to compete for construction projects or jobs," Woods said. "By extending opportunities through training, coaching and mentoring, the people and businesses we serve have a much better chance to succeed. After all, it's not where you start on the ladder that counts, but rather how high you climb."

July Service Anniversaries

35 Years

George R. Clarke	D3

30 Years

Gary L. Hays	D9

25 Years

James L. Shipley	D4
David W. Johns	D5
Larry F. Rohr	D6
Kevin L. Trentmann	D6
Michael D. Myers	D8
David L. Prock	D9
Edward L. Cole	D9
Johnny E. Hart	D10
Connie E. Almond	D10
Jeffery R. Campbell	CO
Donna A. Wilbers	CO
Hazel M. White	CO

20 Years

Jeffrey S. King	D1
Danny R. Haldiman	D5
Gregory Mezinis	D6
Teresa A. Krenning	D6
Roger C. Hopkins	D6
John A. Avers	D8
Kenneth R. Reding	D8
Joseph F. Crader	D10
Michael L. Jackson	CO

15 Years

Bryan S. Bailey	D1
Jim W. Mullins	D2
Ronald L. Stewart	D2
John K. Dinsmore	D2
Tanya M. Carlisle	D3
Stephen M. Dickson	D3
John D. Ortner	D4
Brent D. Humphrey	D5
Ronald H. Mize	D6
Danny G. Shoemaker	D7
Anna M. Hobbs	D9
Randy J. Ballew	D10
Patricia L. Miller	D10
Deborah K. Jaegers	CO
Carolyn B. McBride	CO
Douglas J. Hood	CO

10 Years

Craig A. Elmore	D1
Robert A. Kish	D1
Robin R. Shurtleff	D1
Quentin G. Holcomb	D1
Nicole I. Smith	D1
David R. Yarnell	D1
Jacqueline S. Muller	D2
Anthony E. Forrest	D2
Scott D. Stephens	D2
Andrew K. Long	D3
Clinton D. Ford	D3
James R. Davis	D3
Marion D. Thurman	D3
David A. Campbell	D4
Wyatt A. Ingram	D4
David L. Warmouth	D4
Tori L. Burris	D4
Donald R. Thomas	D4
Julie A. Jeffery	D6
Keith M. Harangozo	D6
Steven E. Richards	D6
Marshall D. Miller	D7
Scotland V. Lawson	D7
Wendy L. Brunner-Lewis	D7
William C. Reidlinger	D7
Sherry A. Stutsman	D7
Rebecca S. Walsh	D8
Blaine M. Doss	D8
Brian E. Proctor	D8
Clint A. Younger	D9
Robert L. Merritt	D9
Jody L. Mills	D9
Mark L. Clark	D10
Craig M. Schindler	D10
Norman L. Clark	D10

5 Years

Jeffrey R. Pycke	D2
Brenda K. Collins	D4
Jason E. Wagner	D5
Jason D. Pemberton	D5
Randall W. Vandelicht	D5
Terry J. Keehn	D6
Paula B. Fuhro	D6
Lee Q. Williams	D6
Joseph D. Pinson	D6
William D. Thorp	D7
Gary W. Boyd	D8
Clint D. Eidson	D8
Sandra J. Vincent	D8
Michael D. Libby	D9
Earl E. Swift	D9
Sheryl A. Wunderlich	D10
Charles E. Wilson	D10
Ricky L. Crabb	D10
Stewart Strong	CO
Zachary Q. Honse	CO

May Retirements

Name	Location	Years of Service
Reece Johnson	D10	33
Larry Holmes	D2	31
Donald Pierce	D2	30
Larry Clark	D3	33
Carolyn Schutte	D3	17
Robert Curtin	D4	32
Ray Meeks	D4	32
Kenneth Mosley	D6	31
Jerry Lewis	D6	37
Stanley Ermeling	D6	38
Donald Jackson	D6	31
John Stepp	D8	31
Gail Hannaford	D8	26
Joan Milligan	D6	14
Robert Garvey	CO	10

In Memoriam

Retirees

Dorma G. Angle	D10	May 4
Fred L. George	D7	May 4
Thomas W. Herrin	D2	May 7
Dale E. Jacobs	D3	May 12
Ray Benson	D6	May 14
Donald "Donnie" F. Wiltz	D4	May 16
Marvin G. Pettet	D8	May 19
Donald Rardon	D2	May 21
Dennis L. Moberly	D8	May 22
Donald W. Besser	D8	May 23
Danny E. Davidson	CO	May 23
Robert "Bob" A. East	D1	May 25

CO
Central Office

Making an Impression on Our Future

by Kristi Jamison

When you love your career, it's easy to talk about it. But, that task becomes a little more challenging when your audience is made up of about 400 eighth grade students.

MoDOT staff from 10 divisions, the Federal Highway Administration and the Missouri State Highway Patrol spent a half-day at Thomas Jefferson Middle School on May 18 for the annual MoDOT/Thomas Jefferson Day. The event, now in its third year, allows these agencies to share information with eighth graders about career opportunities in transportation. It also is the perfect venue for safety education, as students got a chance to ride the seat belt convincer and wear fatal vision goggles for a sobering lesson on alcohol and drug abuse and the dangers of impaired driving.

"We want tomorrow's workforce to understand that MoDOT has a wide variety of career opportunities," said Human Resources Specialist Chelsy McDowell, who coordinated the event.

"Providing information about future occupation choices to this age group can help them chart coursework that will better prepare them for a particular career path. We also provide activities to get those important safety messages across, like wearing your seat belt and not mixing alcohol and driving."

New to the event this year was a Maglev race. To prepare students, McDowell and her co-worker Ida Mitchell, Equal Opportunity and Diversity Division, spent two weeks working with the entire eighth grade, teaching them about magnetic levitation and helping them create their own cars. The activity was such a big hit with the students, they asked for an encore next year at Simonsen Ninth Grade Center.

The event is one of many activities MoDOT does with Thomas Jefferson Middle School. The two entities are joint participants in the Jefferson City Area Chamber of Commerce's Partner in Education program.

Champions of the Road

On June 4, Chuck Gohring and DeAnne Rickabaugh and several Springfield-based investigators with Motor Carrier Services had the opportunity to meet folks who are experts at the Funky Monkey, the Flying H and the Two-Pole Serpentine.

Shaun Schmitz

Those are not dances or cooking techniques. They are the names of some problems built into this year's obstacle course at the Missouri Truck Driving Championships.

The Missouri Trucking Association calls together dozens of the state's best accident-free professional drivers for two days of challenges. The marquee event is a six-station obstacle course. Everyday driving and delivery skills

Shaun Schmitz

are tested to the extreme. Supporters roared their support as drivers maneuvered large delivery vans and tractors pulling flatbed, tank and van trailers through obstacles demonstrating tight turns, backing skills, distance estimation and safe operation.

Rickabaugh had the opportunity to meet with drivers and ask them about their road history. How long had they been accident-free? Many had a long-standing history of accident-free driving, with one driver reporting more than 20 years without an incident. He'd driven more than enough miles to back-haul moon rocks.

Yet despite all of the potential hazards when managing such large vehicles, the driver's main concern on the road might be surprising.

What causes them worry? Other drivers.

Given the chance, they told Rickabaugh they would like to see other highway users put down the cell phone, stop texting, stop with the mascara, quit reading books and concentrate on driving.

What do professional drivers worry about when they're on the road?

Your safety.

Watch the "Truckers on the Street" video on MoDOT's YouTube channel to meet some of the drivers from this competition and hear about their experiences. Visit *www.youtube.com/modotvideo* to watch.

Take Your Child to Work Day

Cathy Morrison

Senior Traffic Technician Dianna Johnson demonstrates how she measures traffic volumes using handheld and in-road counters to Central Office and District 5 employees and their children on June 10 during Take Your Child to Work Day.

Cathy Morrison

Another stop for families during the event was to see a demonstration of traffic-monitoring video cameras on I-70 by Senior Electrician Darrell Patrick.

for more info

Connections Editor: Laura Holloway
Phone: 573.751.5985
E-mail: laura.holloway@modot.mo.gov

105 W. Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102

D1 Northwest

CW2 Matthew G. Kelley

by M. Elaine Justus

A native of Osborn, Mo., Chief Warrant Officer Matthew G. Kelley flew the Kiowa, the U.S. Army's armed reconnaissance helicopter. A member of the 10th Combat Aviation Brigade, 10th Mountain Division, Officer Kelley died while flying a mission in Iraq on Jan. 26, 2009. To quote his mother, Catherine, "He was born on a Monday, and he died on a Monday." That same year, former State Rep. Jim Guest sponsored HB 683 dedicating U.S. 69 from the Cameron city limits to Interstate 35 to Matthew. On June 1, friends, family and former officers met at the Cameron Methodist Church to formalize the dedication.

Holly L. Murphy

Chief Warrant Officer Matthew G. Kelley was 30 years old when he died in the line of duty in Iraq.

Holly L. Murphy

Colonel Stephen H. Kelley, USA Ret., Matthew's father, introduced Colonel Wayne A. Green, Garrison Commander of Fort Leavenworth.

More than 200 people attended the hour-long service including Sen. Brad Lager, District Engineer Don Wichern, and Rev. Paul F. Zimmerman, pastor of the Cameron Methodist Church. A reception was held following the ceremony, giving people an opportunity to share memories. Besides his wife, two small children, parents and brother, Officer Kelley leaves behind a lot of friends.

Holly L. Murphy

The Patriot Guard was there in force on their motorcycles. Many of them were veterans of a variety of military conflicts, and several wore insignia honoring Matthew's sacrifice to the nation.

Holly L. Murphy

At the request of the family, the Buchanan Highlanders performed "Amazing Grace" following the Benediction. The second man from the left is MoDOT retiree Bob Burnett, who is an accomplished piper. The Highlanders do not charge to perform at events such as this.

for more info

Community Relations Manager Elaine Justus
Phone 816.387.2353
E-mail margaret.justus@modot.mo.gov

3602 N. Belt Highway
St. Joseph, MO 64506-1399

Safe & Sound Update

by M. Elaine Justus

With 155 bridges to redeck or replace, the Northwest District has been making good strides in the last two construction seasons. Since the program started, we have been able to complete 27 bridges in the following counties:

Andrew	1
Atchison	2
Buchanan	4
Caldwell	2
Daviess	1
DeKalb	5
Gentry	1
Harrison	6
Nodaway	5

APAC is the sub-contractor for KTU, who built the Safe Sound bridge on MO 46 over Shain Creek. The bridge opened to traffic on May 14, after 54 days of construction. During construction of this bridge, they used a unique system to set the precast concrete beams. Since the right of way was tight on this project, they were not able to place a creek crossing. So, they had to devise another method of setting the beams with cranes on each side of Shain Creek.

of those beams, remove the temporary steel bridge beams and set the three stored beams into their final position.

Weather continues to be a challenge for the Northwest District, like most of northern Missouri. The extremes have had a significant impact on everything we do, including our Safe Sound efforts. We went from snow conditions, to temperatures in the 90s, to rainfalls of five inches and more in the span of a few weeks. In spite of all that, the work continues.

Kristi Plummer

Route N in Caldwell County. Luckily (or not) the bridge over Mud Creek was closed at the time for a Safe & Sound bridge deck replacement project.

Tight constraints caused APAC, the KTU subcontractor on the Shain Creek bridge, to find an innovative way to set the precast concrete beams.

APAC constructed two temporary bridge beams, comprised of two vertical steel I-beams welded to one horizontal steel I-beam on top. This system allowed them to back their truck carrying a beam, far enough over to allow the far crane to reach and pick up the precast box beam. With this system, they set four of the precast concrete box beams in their final position. They then were able to stack and store the other three beams on top of those beams, remove the temporary steel bridge beams and set the three stored beams into their final position.

With I-beams in place, the truck carrying the beam was able to pull into position.

The MO 33 bridge over the West Fork of Lost Creek in DeKalb County is the most recent bridge completed.

The speed at which some of the bridges are being completed continues to surprise us. Originally built in 1959, the bridge on MO 33 over the West Fork of Lost Creek in DeKalb County took exactly 38 days to re-deck. The contract was awarded to Loch Sand & Construction of Maryville, Mo. who closed the bridge on April 27 and reopened it to traffic on June 3.

D2 NorthCentral

Pretty Parkway

The completion of the $1 million New Franklin Parkway on Route 5 in Howard County was celebrated last month.

Mrs. Noreen Lightfoot, 1940's Queen of the Viaduct, and Al Rohlfing, a bridge worker on the original viaduct, cut the ceremonial ribbon.

The sleek new look of the parkway with the new pavement, curb, gutter, lighting and landscape exceeded the expectations of city and county officials, local citizens and MoDOT employees.

Since the aged viaduct was 71 years old with a poor structural rating, it would seem an easy decision to replace the massive bridge. However, with age also comes the distinction of being a historical landmark, not to mention being located on the Katy Trail. These factors demanded special attention to details for the new parkway, which was funded with federal dollars.

Another big challenge was that the bridge would need to be closed to traffic for up to 75 days to remove the structure and construct the new parkway.

This project truly was a collaborative effort as MoDOT worked with Howard County commissioners to provide alternate routes for motorists, the community to keep them informed on the closure and progress of the bridge, DNR for the Katy Trail piece of the plan, and the historical society to preserve part of the structure.

Another unique feature of the project is that most of the old concrete structure was recycled, producing nearly 5,000 tons of rock. About half of the material was used on the parkway and the remainder will be used in the area.

Above, the old viaduct rose above the town. Below, the new parkway with the quaint lighting and landscaping is picturesque and safe for motorists.

Left, the entrances to the Katy Trail in the parkway have become the home of two salvaged pieces of the old viaduct. MoDOT worked with the historical society and the contractor to preserve a piece of the bridge history.

During the ceremony, State Rep. Paul Quinn, Howard County Commissioner Howard McMillin, New Franklin's Mayor Frank Frevert and others offered comments on the importance of the new Parkway to the community.

Although the closure was inconvenient for motorists, the contractor, Widel, Inc. of Blackwater, Mo., did a great job and opened the bridge to traffic in 67 days, eight days under the contract requirements.

Hands down New Franklin has one of the best looking entrances into its community of any small town in north central Missouri.

Photos, a video of the ceremony and more can be found on the website.

First Time in the State

Health and Safety Officer Shari Dye and Senior Risk Management Technician Jamie Martin set a goal to get the entire district certified in CPR. Today, they have met that goal. According to Martin all 416 employees are now certified, which includes the 12 instructors.

It was a big effort to get everyone through the classes but it really paid off. This life-saving skill is extremely important in our line of work. Whether the training is used to help the public, a co-worker, family or friend, it is well worth the time and effort.

CPR Instructors (left to right): Jamie Martin, Charles Burton, Brian Lunsford, Corey Besgrove, Derrick Gott, Aaron McVicker, Jackie Albright, David Gipson, Anthony Shiflett, Zach Stout, Micki Frey and Drew Daniels.

As far as we know, this is the only time a district has been 100 percent certified, and it was done without making the training mandatory.

Congratulations to everyone!

for more info

Community Relations Manager Tammy Wallace
Phone 660.385.8209
E-mail Tammy.Wallace@modot.mo.gov

Route 63
P.O. Box 8
Macon, MO 63552

Out and About

For three days in June, District 2 was home to Systems Management Director Don Hillis. Don visited the district to get a firsthand look at the work being done and to talk with employees about the five year direction.

Above, Don and Dan on a bridge inspection. Below, getting the scoop on a cinder seal.

District Engineer Dan Niec and Assistant District Engineer Kevin James traveled with Don looking at various projects from chip seals to bridge repairs. They also discussed the challenges the district faces with getting our minor roads in good condition.

Also on the agenda was a stop at a cost-share project, a look at sidewalks and a visit to the completed Glasgow bridge.

During his visit with the management team, Don talked about the need to put more money towards our roads to keep our major roads in good condition, improve our minor roads and hold our own on bridges. He also discussed the need to make changes to become more efficient in our operations, especially those that are costing us the most money.

D3 Northeast

Research Project Aims to Reduce Cost of Bridges

Building "extra" safe bridges is a method MoDOT has used for decades. Working cooperatively with the University of Missouri, MoDOT is expecting the results of a research project to show that bridge piers can be built with less material and still remain well above all safety standards.

Erik Loehr, Ph.D., P.E., with the university, is leading the project, with the assistance of several MoDOT team members. There are two sites in Missouri being used for the project, Warrensburg and Frankford. "We chose these sites because of the underground conditions," explained Dr. Loehr. "We drill several holes, place reinforcing steel and specialized instruments, then fill them with concrete. Once the concrete is set, we will apply load to the foundations and read the data provided by the instruments to determine the force being carried by the concrete. This will help us determine the size of foundations actually needed for a given bridge pier," he said. Dr. Loehr added that they are using computerized models to apply the data to bridge piers of various sizes, and eventually this could be used on all bridge projects in the future.

The results of the study are expected to be available at the end of this year.

(Left to right) Lydia Brownell, geotechnical specialist, Jen Harper, organizational performance engineer, both with MoDOT, and Dr. Erik Loehr from the University of Missouri, work with their team just south of Frankford to drill a shaft that is part of a cooperative research project. The study will determine the feasibility of reducing material in bridge piers, thereby reducing the cost of construction.

Hundreds Participate in Public Hearing

Route 79 along the Mississippi River is known for its beauty, yet in the last two years, MoDOT has had to close it twice due to slides that have caused the road to give way to the elements. The road is currently closed near Ashburn. Public hearings to share the options to address this slide and others in the area were held last month. More than 80 people attended the meetings, and several hundred visitors have viewed the virtual meeting web page.

Four options were presented, and realigning Route 79 is the preferred option. The general consensus of comments received agreed with the preferred option. A decision will be made later this summer on how to address the Route 79 slide.

District Engineer Paula Gough explains one of the options to address the Route 79 slide to a group in Ashburn.

for more info

Community Relations Manager: Marisa Brown-Ellison
Phone: 573.248.2502
E-mail: marisa.ellison@modot.mo.gov

Route 61 South
P.O. Box 1067
Hannibal, MO 63401

Around the District

Maintenance crews from Bowling Green and Eolia teamed up to do some hot mix patching on Route PP in Pike County in preparation for the upcoming chip seal operation. The chip seal program is one of the efforts to help improve the minor roads in Missouri.

Thirty-nine kids came to visit MoDOT as the district celebrated "Bring Your Child to Work Day" on June 3. The kids were treated to a tour, built marshmallow bridges, made asphalt cookies, learned about landslides and signs, and were involved in a photo shoot on MoDOT equipment.

Joe McNeill, Design, helps the kids who visited MoDOT test their marshmallow and toothpick bridges by seeing how many water balloons the bridges would hold.

It's Her Nature to Help

It's just a natural reaction for Cindy Martin to want to be helpful. Her co-workers and family agree, that's her nature. So it's no surprise when Cindy was on her way home from work, after picking up her son from school, that she stopped to help a lady who had apparently fallen.

"I thought she was pulling weeds by her mailbox, but then we noticed her mail scattered, and she looked hurt," Martin recounted. "She had sustained serious injuries from a fall, so I stayed with her until emergency help arrived."

In her 11-year career with MoDOT, Cindy has been witness to several opportunities where she felt compelled to help. "I just can't drive by . . . I have to stop," she said.

Cindy was recognized by the Central Office Risk and Benefits Management for assisting an injured pedestrian. She was given the certificate in front of her co-workers by MoDOT Northeast District Engineer Paula Gough.

Cindy Martin, Bowling Green maintenance crew worker, was given a Certificate of Appreciation for helping an injured pedestrian. She is pictured receiving her award from District Engineer Paula Gough.

D4
KansasCityArea

Attendees at A Call to Oneness received free training to pass the written test to receive a commercial driver's license.

MoDOT Earns National Recognition for Programs

Joint Effort with "A Call to Oneness" and Traffic Control Program Receive High Praise

by Michele Compton

The Kansas City District of the Missouri Department of Transportation recently received national recognition from the American Public Works Association. MoDOT's inter-faith partnership with A Call to Oneness for "CDL and Job Awareness Training" won the Diversity Exemplary Practices Award and KC Scout's "Maximizing the Flow" PR campaign won the Exceptional Performance Award.

The largest and oldest organization of its kind in the world, APWA brings important public works-related topics to public attention in local, state and federal arenas. National recognition from this organization is important to citizen-focused departments such as MoDOT.

A Call to Help Unemployed

What began as an idea grew to a partnership with a mission: Provide training to help individuals find jobs in the transportation industry. MoDOT and "A Call to Oneness" joined efforts in 2009 to offer three free workshops to provide training on what is required to pass the written test for the commercial driver's license (CDL .

"At MoDOT we want to attract the best employees. And to work in many of our jobs, you must have a high school diploma and pass the written CDL test. We began with the idea of helping individuals get the training to take the written exam, but it has grown beyond that. This partnership is about training individuals for a wide variety of transportation careers. It's about reaching out and being an engaged partner in our community," said Belinda Fite, human resources manager.

Learn more about this program at modot.org/kc/programs.

Merge Easy

After much research, MoDOT and KDOT's joint Kansas City Scout Team identified some high-traffic and impact areas along one of the city's busiest corridors and came up with a proven solution to help - ramp metering. In August 2009, the first ramp meters in the city went into operation.

Before the first bulb was lit, the team began an aggressive public relations campaign to engage citizens in the surrounding communities in the traffic decisions. While used successfully in many parts of the country, this was the first time the concept of controlled merging was introduced in Kansas City. Public information was crucial to success.

Many of the people who received information, attended public meetings or left comments on the online meeting were the same drivers who found themselves stuck in traffic in the corridor. The citizen response was very positive. Hundreds of drivers attended local meetings and logged comments online. Check out ramp metering at kcscout.net/rampmetering

Creatively Engaged

These two programs are just a few examples of the many ways MoDOT staff uses creativity and community engagement to solve problems affecting customers.

"It is a pleasure working for a district that has innovative ideas and takes a risk to implement them," said Beth Wright, district engineer. "This staff never fails to impress me with new ways to keep our customers and roads moving forward."

MoDOT representatives attended the local award ceremony on May 18. The department will receive national recognition on Aug. 16 at the International Public Works Congress and Exposition in Boston, Mass.

kcICON has Widest Concrete Bridge Deck Pour in Missouri

by Jennifer Benefield

The single widest bridge deck pour in Missouri state history took place off the north bank of the Missouri River, as part of the new Christopher S. Bond Bridge. This concrete pour was 134-feet wide, and will be placed in 70-foot sections for a total of 1,750 cubic yards.

"Missourians have entrusted MoDOT with $245 million to maximize every dollar on this project and get it built as quickly as possible" said kcICON Project Director Brian Kidwell. "Design-build project delivery enables the contractor to continue to find ways, like this single, widest deck pour, to save time and complete the project on schedule by July 2011."

"This is the widest deck pour Paseo Corridor Constructors has ever done," said kcICON Project Manager Bryan Wilkerson. "We are always looking for new, innovative ways to save time and money on this project, keeping our promise to Kansas City that this will be delivered on time and on budget."

Concrete was pumped from trucks on the river bank, below the bridge and roadway deck.

Approximately 40 crew members worked to grade and finish the concrete before the cure process began. Once the concrete on the deck was placed, it was covered with wet, burlap sheets until the cure process was complete.

When complete, approximately 219,000 square yards of concrete paving was done in the 4.7-mile project.

All construction activities are weather dependent and subject to change. Updated lane closure information for the kcICON project can be found on the project's website at www.kcicon.com or by calling the information hotline at 816-841-8888.

Crews were able to complete the deck pour, creating the single widest bridge deck pour in Missouri.

for more info

Community Relations Manager Kristy Hill
Phone 816.622.6327
E-mail kristy.hill@modot.mo.gov

600 NE Colbern Road
Lee's Summit, MO 64086

D5 Central

Community Briefing Highlights Upcoming Bridge Projects

It won't be the district's first high impact bridge under construction as part of the Safe & Sound Bridge Improvement Program, but the Turkey Creek Bridge on southbound U.S. Route 63 in Boone County does present a challenge for MoDOT as we prepare to replace it as part of the program.

The bridge was built in 1925, and approximately 12,500 vehicles travel over it every day. Instead of sending motorists on a detour using nearby lettered routes, a temporary crossover will be built to shift all traffic to the northbound bridge, with one lane in each direction. The two-way traffic on the northbound lanes of Route 63 will extend for about 1.25 miles, from just south of Route AB to approximately ¾ mile north of Route H. The work zone is expected to be in place for about 40 days.

The Turkey Creek Bridge is one of 13 that were discussed at a public briefing held June 16 to inform the public of the upcoming construction. MoDOT also plans to work on the Cedar Creek Bridge on the northbound lanes of Route 63 in Callaway County. The bridge, located just north of Jefferson City, will receive a new deck. The contractor will work on one half of the bridge at a time, leaving one lane open for northbound motorists. Both southbound lanes of Route 63 will remain open during the work. The project is expected to last approximately 90 days.

While the schedule fluctuates as the contractors progress with other bridges, MoDOT anticipates bridge construction to take place in 2010 or 2011.

"We encourage everyone to check the Safe and Sound Web site for the most up-to-date schedules," said District Design Engineer Steve Engelbrecht. "Since speed of construction is a priority for the program, it means start dates can change as the contractors work to fit as many bridges as possible into their schedules."

Holly Dentner

Area Engineer Mike Schupp talks with county officials about the Route B bridge over I-70, which will be replaced as part of the Safe & Sound Bridge Improvement Program.

Mowing MoDOT-Style

Dwane Vandelicht

Maintenance crews cover a lot of ground in a short time mowing the shoulders and median of U.S. 63 between Jefferson City and Columbia.

for more info

Community Relations Manager Kristin Gerber
Phone 573.522.3375
E-mail kristin.gerber@modot.mo.gov

1511 Missouri Boulevard
P.O. Box 718
Jefferson City, MO 65102

First Roundabout Opens in Pettis County

Motorists in Pettis County are now "getting around" at the new roundabout intersection of Route Y and Winchester Road, just west of Sedalia. This is the first roundabout on the state highway system in Pettis County, which was constructed to improve traffic flow and safety for the 10,000 vehicles that pass through it each day.

A ribbon-cutting ceremony was held at the intersection on June 3, where approximately 30 people helped MoDOT celebrate the project's completion.

"We chose a roundabout for this intersection to put the focus on safety," said District Engineer Roger Schwartze at the ceremony. "The roundabout allows for an efficient flow of traffic and virtually eliminates the potential for right angle crashes, which, unfortunately, were occurring at this location."

Cathy Morrison

Local officials cut the ribbon just east of the roundabout intersection.

The $353,000 project was completed by Emery Sapp and Sons, Inc. of Columbia. It was funded through the American Recovery and Reinvestment Act of 2009.

Large Crowd Gathers to Discuss Safety Improvements on U.S. 54

by Holly Dentner

Cole County citizens filled a fire station meeting room to capacity on June 9 to hear the latest proposals for safety improvements to a 17-mile stretch of U.S. Route 54.

The meeting was the fourth for an advisory committee MoDOT formed with local law enforcement, school districts, county officials, business owners, and area residents. The committee's task is to provide input to help determine what types of safety improvements would decrease the number of severe and fatal crashes occurring at intersections along Route 54 in Cole County.

The meeting's purpose was to give the committee the opportunity to discuss the proposed plans for the improvements, which include a new design concept for mid-Missouri called j-turns.

"At the last meeting we presented options for the intersections the committee ranked as the top priority," said Transportation Project Manager Trent Brooks. "It was a lot of information to absorb, so we held this meeting to give them another chance to talk about the plans and get their input for our next steps, including how to present the information at a future public meeting."

Instead of a traditional median crossover, j-turns require drivers to turn right in the same direction traffic is moving, merge into the left lane, and then make a left turn in the direction they intended to go.

The advisory committee meetings are open to the public. The large crowd of local residents attending had lots of questions about how the j-turns work, and whether or not vehicles, especially big trucks, could safely complete the j-turn maneuver with the volume of traffic on Route 54.

"We have proposed using j-turns at four of the 28 intersections along Route 54 in our study area because they greatly reduce the chance of severe or fatal right angle vehicle crashes," said Brooks. "We understand that driving through a j-turn will take some getting used to, and that's why we've formed the committee to help us communicate with the public."

At the conclusion of the June 9 meeting, the committee agreed to move forward to the next step in the process: an open-house meeting for the general public. Planning efforts are under way for that meeting. MoDOT would like to start making the improvements next year.

Holly Dentner

MoDOT Highway Safety Director Leanna Depue explains that $5 million in federal funds is available for safety improvements on U.S. 54.

D6
St. Louis Area

District 6 Expands Its Green Efforts with New St. Clair Maintenance Site

by Kara Price

MoDOT celebrated its green efforts on Earth Day with an open house at its new maintenance site in St. Clair. This new building is part of the department's consolidation plan to save money and resources, putting more of them on the road. The New Haven, Villa Ridge and St. Clair maintenance buildings were combined into one maintenance site located at 2273 North Service Road East in St. Clair.

Crews place the solar panels on the roof during the construction of the new energy-efficient building.

"MoDOT is pleased to start the cost saving initiative by consolidating three smaller facilities into one efficient building," said Judy Wagner, MoDOT Area Engineer for Franklin County. "This allows the department to reduce costs of operations by bringing employees into one facility to promote teamwork."

MoDOT is going green at many of its buildings. Some of the many green efforts in its consolidation plan include:

- The new St. Clair building is using solar warm air collection as a heating source. The warm air collectors on the roofs will provide supplementary heat in the winter and will provide some cooling relief in summer as they absorb some of the heat load instead of the building absorbing it.
- The building uses solar panels to heat the water in the facility.
- The storage buildings used to protect the equipment do not have doors and have translucent wall panels to provide lighting.
- Energy efficient lighting with motion detectors is used throughout the complex.
- The new building has efficient thermostats that are remotely controlled and programmable.
- It uses a single air compressor for all of the facilities air needs, such as mechanic, car wash and maintenance.

Thank you to all MoDOT employees and departments that helped with the green efforts of the new St. Clair maintenance building, and helping District 6 become even more green in its daily operations.

for more info

Community Relations — Marie Elliott
Phone — 314.453.1807
E-mail — yvonne.elliott@modot.mo.gov

1590 Woodlake Drive
Chesterfield, MO 63017

The New Haven, Villa Ridge and St. Clair maintenance buildings were combined into one maintenance site located at 2273 North Service Road East in St. Clair.

Director of System Management Works With Motorist Assist

Don Hillis, director of system management, recently worked with Motorist Assist during his visit to District 6. He is visiting with each district's maintenance and operations departments throughout the state. Hillis toured the Motorist Assist facility, met with some of the operators, and did a ride-a-long with Kevin Ogden, motorist assist operator, on the St. Louis City route. During his visit, Hillis participated in the department's daily operations and assisted with incidents.

MoDOT ladies at the 20th Anniversary Forest Park Hat Lunch

Several of the women involved in the I-64 project were invited to and recognized at the Forest Park Hat Lunch June 3. The group wore decorated hard hats and were recognized for the project's success by the nearly 1,000 people in attendance at the event.

Pictured left are Karen Yeomans, Deanna Venker, April Hendricks-Brown, former MoDOT I-64 Project Director Lesley Hoffarth, Linda Wilson and Angela Fuerst.

D7 Southwest

Monett Workers Rescue Retiree's Wife

by Wendy Brunner-Lewis

Glenn Parrigon

Randy Myers

The night of May 16 was cool and damp. Thunder rumbled and lightning flashed all around the Cassville area, but rain never fell on Dorothy Lyall, who spent the night outside after falling in her yard.

The next morning Monett employees Glenn Parrigon and Randy Myers were mowing Barry County Route 248 when Parrigon saw a hand waving at them from a yard. When they stopped to see if something was wrong, they discovered Lyall, a lady in her 80s, had laid in the yard all night.

"She had a big bulldog next to her that was very protective," Parrigon said. "The dog wasn't happy we were on his property, but he finally settled down and let us come closer to her. She told us the dog stayed with her all night and kept her warm," he said.

Lyall heard her dog barking the night before, and when she went outside to investigate, she got dizzy and sick to her stomach, and fell or passed out.

"She held my hand and asked me not to leave her," Parrigon said, while Myers called 911. They wanted to get her a blanket, but she warned them she had another dog in the house. She'd left the stove on, and she was worried the gas from the stove might have killed her other dog.

"Whatever she was cooking was charred beyond recognition, but her dog was okay and nothing caught on fire," Parrigon said.

Lyall spent a night in the hospital for observation, but she was released the following day. Her family sent this letter in appreciation of Parrigon's and Myers' heroism:

"My family and I would like to let MoDOT know that the actions of your employees prevented what was a terrible situation from becoming even more tragic.

"My mother, Dorothy Lyall, fell and was unable to make it back to the house. She was also unable to make contact with anyone for help. On the morning of May 17, after lying outside for approximately 14 hours, Glenn Parrigon, who was mowing, noticed her waving to get his attention. Mr. Parrigon and Randy Myers contacted emergency personnel and stayed with her until they arrived. We want to express our gratitude to Mr. Parrigon and Mr. Myers. The action of your employees not only speaks highly of them as individuals but for the quality of people who work for MoDOT.

"Another ironic part of the story is that our deceased father, William Earl Lyall, retired from MoDOT's Eagle Rock building in 1977.

"Again, thank you very much for all that was done."

The Family of Dorothy Lyall,
Judy Creech, Loy Lyall and Jim Lyall

Parrigon and Myers shrug off the hero title. They're just glad they saw her and were able to help.

"I work here to do my job and help how I can," Parrigon said. "When I get that old, I hope someone looks out for me."

for more info

Community Relations Manager: Lori Marble
Phone: 417.621-6504
E-mail: lori.marble@modot.mo.gov
3901 E. 32nd Street
Joplin, MO 64804

Water Under the New Bridge in Dade County

by Lori Marble

Nevada Construction Inspector Aaron Rieder has been busy capturing images of the ongoing bridge re-decking effort over Stockton Lake, Route 245, in Dade County. The bridge closed in early May, with work estimated to last 90 days. Two crews with Robertson Contractors are working 20 hours a day, 6 to 7 days a week, to get the bridge reopened as quickly as possible.

More of Rieder's pictures can be found on the district web page at *www.modot.org/southwest.*

Aaron Rieder

Aaron Rieder

Aaron Rieder

D8
Springfield Area

Jeff Robertson

Working on a chip-seal along Route 76 east of Ava are, from left, Wasola Maintenance Worker Matt Heinlein, Bradleyville Senior Crew Worker Glenn Dalton and Gainesville Senior Maintenance Worker Luke Cooley.

Greater Focus on Lesser-Traveled Roads Means More Resurfacing

By Angela Eden

A five-year pavement plan developed in each MoDOT district, including District 8, puts more resources on resurfacing to extend the life of many lesser-traveled roadways.

Chip-seals and extensive patching will continue to be important elements of the plan.

District 8's goal is to get 70 percent of lesser-traveled routes in good condition by 2015.

The goal will help District 8 address increasing calls for service from rural residents who use the many two-lane roads outside the urban areas.

"It's an opportunity to make some significant improvements to our minor roads," District Maintenance Engineer Dave O'Connor said, "We're expecting to get 10 to 12 years of life (out of the resurfacing)."

A combination of factors has led to the new statewide direction for road maintenance:

- Declining revenue means less money is available to expand the highway system with large, expensive construction projects. A greater percentage of the smaller construction budget will be put toward smaller projects, including resurfacing.
- A push over the last several years to get 85 percent of major roads in good condition has been successful.
- The time has come to do more upkeep on lesser-traveled roads.

So under District 8's five-year pavement plan, resurfacing will increase. An average of 140 miles of minor roads will be resurfaced each year – up from a recent average of 20 miles a year.

The district chip-seal program, though still important, will be scaled back to an average of 165 miles a year, down from a recent average of 215 miles.

If a road needs a new driving surface, it will stand a better chance of getting one because more money is being allocated for resurfacing.

It means, O'Connor said, "the right treatment to the right road."

The decision on which treatment a road should receive – resurfacing, chip-seal or extensive patching – is based on traffic volumes, condition of the roadway and recommendations from maintenance superintendents, area engineers and the district pavement specialist, O'Connor said.

A key factor in the decision-making process is the significance of the road to the region, he said.

"Our pavement plan will help us stay on track to meet our five-year direction," said Assistant District Engineer Matt Seiler, referring to MoDOT's overall effort to hold down costs in the face of dropping revenue.

for more info

Community Relations Manager Bob Edwards
Phone 417.895.7713
E-mail robert.edwards@modot.mo.gov

3025 E. Kearney
P.O. Box 868
Springfield, MO 65801

1

Bob Edwards

2

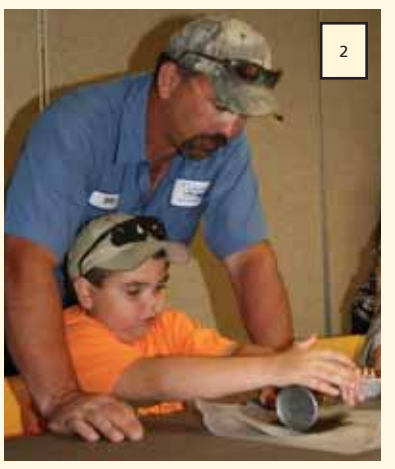
Randy Berger/CoxHealth

D8 at Work

1. Putting up a Safe & Sound sign for a project to replace the Route 125 bridge over the James River east of Springfield are, from left, Maintenance Crew Leader Bill Stranghoner, Intermediate Maintenance Worker Debbie Rodriguez, Maintenance Worker Charolette Scott and Maintenance Worker Boone Kuder, all of the Springfield shop.

2. Girders are set in place for an underpass underneath National Avenue at the James River Freeway (Route 60) in Springfield, a project that involves reconfiguring the interchange into a Diverging Diamond. Lining up the girders are Branson Senior Construction Inspector Russ Klein, left, and Emery Sapp and Sons employee Gary Haden (inset).

1



2

3

Bob Edwards

Take a Child to Work Day

1. Senior Customer Service Representative Tracy Davault, left, the district's Adopt-a-Highway coordinator, administers an anti-litter pledge to Rachel Walker, daughter of Transportation Project Designer Will Walker (background).

2. Fordland Senior Crew Worker Billy McHaffie helps son Billy Jr. simulate the compacting of asphalt by rolling out an "asphalt" cookie.

3. Overseeing the making of "asphalt" cookies are Humansville Intermediate Maintenance Worker Mike Swearingin, with daughter Lacey, left, and General Services Manager Brad Leonard, with daughter Kayla.

D9 SouthCentral

South Central joins Facebook

In May the South Central district joined 400 million users on Facebook.

Millions of people use Facebook each day to keep up with their friends, celebrities, bands and businesses like MoDOT. Users can upload photos, share links and videos, and learn more about the people and businesses they connect with. Connect with MoDOTSoCentral and be our biggest "Fan" today.

According to Community Relations Manager Christi Turkleson, "Customers are using social media more and more for their transportation information. We think it's important to provide the information they need quickly and in the format that is most convenient for them. Roadwork, events and transportation related information is available on our Facebook page. By being a fan or liking our page you will also have access to other social media we use such as Twitter posts, YouTube videos and photos posted on Flickr."

The South Central district has also been posting transportation related tweets on Twitter since April 2009. Twitter is a real-time information network powered by people that shares what's happening now. Follow our tweets at twitter.com/MoDOTSoCentral

Connect with *www.modot.org/south-central* wherever you go. Stay in the loop. Get the transportation-related information you need. Follow us on Facebook and Twitter.

Chip Seal Season in Full Swing

Chip sealing season is well under way in the South Central District. To date, D9 crews have completed approximately 99 miles of chip seal resurfacing this construction season.

Willow Springs Regional Maintenance Crew Leader Rodney Aldridge on the chipper in Howell County on Route U.

Safe & Sound Bridges Over Arthur and Bender Creeks

Rehabilitation on the bridges over Bender and Arthur Creeks in Texas County is well under way. These "twin bridges" are located on Route 63, just north of Houston, Mo. Both structures are remaining open during construction as the contractors work on them simultaneously.

West Plains Bridge and Grading, LLC. Of West Plains, Mo. was awarded the work at a total cost of $1,413,900.00. These contractors will have 140 calendar days to complete the work, which began on May 3.

Route 63-Arthur Creek

D9 Rides to Honor Fallen Workers

South Central employees came out in full support of the Fallen Workers Memorial during the Second Annual Ride for Remembrance on June 12. Nearly 30 riders participated in the event, which began at the Highway Patrol Troop G Headquarters in Willow Springs.

The riders followed a scenic route traveling through Willow Springs, Salem, Rolla, and completing the ride in Jefferson City. Event coordinator Barb Conner said the weather was perfect for the ride. "It was a great ride, a beautiful day, with great people," said Conner.

Credit Union Manager Shirley Kinserlow, who also helped coordinate the event, said the district event coordinators recognize the time and effort of participants. "We really appreciate all of those who participated and recognize the importance of honoring our fallen workers," said Kinserlow.

The Ride for Remembrance raises funds to build a centrally located Fallen Workers Memorial in Jefferson City to honor those whose lives have been lost in the line of duty. Excluding t-shirt sales, which were handled at central office this year, D9 raised a total of $368 with this fundraiser.

A total of 130 MoDOT employees have lost their lives in the line of duty since 1932, including six from District 9:

Irwin C. Cudworth	1957
Ellis Suggs	1964
Curtis J. Mullins	1965
George "Bud" Whited	1989
Dennis R. Hayes	1995
Gerald T. Lizotte	2001

District 9 event coordinators hope to have equal or greater participation in the ride next year. "We hope to have as good a turnout or better next year to help get this important memorial completed and honor these workers," said Kinserlow. Anyone wishing to contribute to the Fallen Workers Memorial can send funds to:

The State Highway & Transportation Employees Association of Missouri
District 7 Highway Credit Union
Attn: Dave B. Taylor
3901 East 32nd Street, Suite A
Joplin, Mo. 64804

for more info

Community Relations Manager Christi Turkleson
Phone 417.469.6203
E-mail christina.turkleson@modot.mo.gov

910 Old Springfield Road
P.O. Box 220
Willow Springs, MO 65793

D10 Southeast

Heroes Way Ceremony Honors Four Southeast Soldiers Killed in Action

More than 400 attendees gathered to honor four fallen soldiers from Southeast Missouri at the recent Heroes Way Interchange Dedication Ceremony.

In 2009, legislation was passed to enact the Heroes Way Interstate Interchange Program. This program allows for interstate interchanges to be designated for Missouri residents who were in the armed forces and were killed in action on or after Sept. 11, 2001 in either Afghanistan or Iraq.

Members of the Hall family unveil the Heroes Way interchange dedication sign to be placed at exit 58.

Senator Jason Crowell sponsored the legislation for the Heroes Way Interstate Interchange Program naming Exit 105 the Sergeant Robert G. Davis interchange, Exit 58 the Specialist Blake W. Hall interchange, Exit 102 in Jackson the Corporal Jeremy R. Shank interchange and Exit 96 the Staff Sergeant Bradley J. Skelton interchange.

Sergeant Robert G. Davis, of the 864th Engineer Battalion from Fort Lewis, Wa., was killed on Aug. 18, 2005 in Kandahar, Afghanistan.

Specialist Blake W. Hall, of Company B, 2d Battalion, 503d infantry from Camp Ederle, Italy, was killed on Aug. 21, 2005 in IVO Baylough, Afghanistan.

Corporal Jeremy R. Shank, of the Company A, 2d Battalion, 27th Infantry, 3 BCT from Schofield Barracks, Hawaii, was killed in Balad, Iraq on Sept. 6, 2006.

Staff Sergeant Bradley J. Skelton, of the 1138th Engineer Company, 107th Battalion, 35th Brigade from Fort Leonard Wood, Mo., was killed in Baghdad, Iraq on Feb. 6, 2008.

"These soldiers made the ultimate sacrifice as they served our country, and District 10 is pleased to aid in recognizing them," said District Engineer Mark Shelton. "However, our role in this program was truly minimal in comparison to efforts of the dignitaries who helped put the Heroes Way program in place and the hard work of the family members and friends of the fallen soldiers."

Speakers at the interchange dedication ceremony included: Mr. Josh Haynes on behalf of U.S. Rep. Jo Ann Emerson; State Sen. Jason Crowell, District 27; State Rep. Steve Hodges, District 161; State Representative Scott Lipke, District 157; Councilwoman Debra Tracy, Cape Girardeau City Council Ward 3; Jackson Mayor Barbara Lohr; East Prairie Mayor Clinton Wolford; Drill Sergeant Daniel Harbosen; Colonel Glenn Hagler; and MoDOT Southeast District Engineer Mark Shelton. A letter was read on behalf of State Rep. Clint Tracy.

Additionally, Keith Skelton and Doug Rees performed "Heroes Way" and "Proud of My Hometown."

MoDOT crews worked to have the interchange dedication signs in place prior to Memorial Day weekend.

To view videos of the performances and sign unveiling, please visit: *www.modot.org/southeast/news_and_information/special_events/HeroesWayCeremony-May222010.htm*

Rainey Receives Safety Award

Qulin Maintenance Crew Leader David Rainey was traveling through Stoddard County when he saw the car in front of him hydroplane and sink into a water-filled ditch along the roadway.

Director of System Management Don Hillis presents Maintenance Crew Leader David Rainey with the Meritorious Safety Award.

Rainey rushed to assist the driver, Shirley Stratton. Stratton's vehicle was pulled downstream, until it struck the top of a large culvert. Rainey entered the floodwaters in an attempt to rescue Stratton from the water's current.

For his heroic attempt, he was presented with the Meritorious Safety Award. The award is designed to recognize an employee's actions, on or off the job, during an emergency or life-threatening event and is the highest safety award offered by MoDOT.

for more info

Community Relations Manager Nicole Thieret
Phone 573.472.6632
E-mail nicole.thieret@modot.mo.gov

2675 N. Main Street
P.O. Box 160
Sikeston, MO 63801

District 10 Gets Social

If you would have mentioned Facebook or Twitter in a conversation five years ago, most likely no one would have known what you were talking about. However, that's not the case today. We use computers and cell phones as multi-purpose, interactive devices that enable us to connect with numerous people and organizations all at the same time, regardless of where we are.

Last winter, District 10 created pages for Facebook and Twitter. One of the best uses of these pages has been during the winter and spring weather events. Updated information and posting of our traveler information map enabled individuals to view up-to-date road conditions.

One of the known benefits of using tools like FB and Twitter is that so many people regularly use the sites, and many have access via mobile phones.

To receive Twitter updates via SMS text follow MoDOTSoutheast to 40404 in the United States.

Social media sites provide a strong opportunity for MoDOT to reach customers quickly and directly. Another benefit is the opportunity for conversation. When we have the ability to interact with our customers, we learn so much more about how to best meet their needs. With construction season currently under way, our conversations have centered on upcoming roadwork throughout the district.

Project information, roadwork notifications, videos, photos and public service announcements are regularly updated.

To join us on Facebook, find us at: MoDOT Southeast District. To sign-up to follow us on Twitter, find us at: MoDOTSoutheast. Links to these social media sites are also available on the Southeast District website at *www.modot.org/southeast.*

Connections

The mission of *Connections* is to be a monthly source of Missouri Department of Transportation news and feature articles that connect employees statewide. It is distributed to MoDOT employees and retirees.

Community Relations
Missouri Department of Transportation
P. O. Box 270
Jefferson City, MO 65102
573.751.2840
www.modot.org
1-888 ASK MODOT

Editor
Laura Holloway

Design Coordinator
Dennis Forbis

Comments & Suggestions

We would like to hear from you. Send comments and suggestions to Laura Holloway, editor
573.751.5985
Laura.Holloway@modot.mo.gov

Additional copies are available upon request. Suggestions, questions and comments are always welcome.

Please share this publication and recycle it after reading.

Mission

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

Missouri Department of Transportation
Community Relations
105 W. Capitol Avenue
Jefferson City, MO 65102

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Annual Trash Bash Most Successful Ever

by Melissa Black

The numbers are in and this year's No MOre Trash! Bash was the most successful ever with 128,000 bags of trash collected throughout Missouri. The No MOre Trash! Bash is a month-long litter-prevention celebration held annually every April that encourages people to clean up Missouri's roads and streams.

Thousands of volunteers pitched in to clean up Missouri this April. Cleanup crews included MoDOT crews, Missouri Department of Conservation Stream Team members and other employees, Adopt-A-Highway volunteers, incarcerated crews and countless others.

"We really appreciate all the volunteers who come out every year," says Stacy Armstrong, MoDOT statewide Adopt-A-Highway coordinator. "Working together, we will have a litter-free Missouri."

Not including MoDOT workers and incarcerated crews, approximately 12,000 Adopt-A-Highway volunteers and others got out to clean up our state. MoDOT districts held numerous educational events, cleanups, and news conferences, sent out news releases, and took part in radio and TV interviews to spread the word about getting rid of the litter and encouraged the public to take part.

Although all districts showed tremendous efforts this year, a few districts were noticed for specific reasons:

- District 4 led the way with 31,621 bags of litter collected
- District 5 had the most bags picked up by Adopt-A-Highway volunteers - 3,656
- District 9 had the most bags picked up by the incarcerated crews - 17,256

"Thanks to everyone who put so much effort into making our state a more cleaner and beautiful place to live," Armstrong says.

For more information about the No MOre Trash! Bash and how you can volunteer, visit *nomoretrash.org.* Imagine a litter-free Missouri…No MOre Trash!

Two Lucky People Catch a Train, Catch a Game

by Kristi Jamison

If you were close enough to them, you could probably here melodies of "Take Me Out to the Ballgame" coming from the two individuals that were selected as winners of the "Catch a Train, Catch a Game" Sweepstakes.

Tina Armstrong of St. Louis and Donald Steward of Linn Creek were randomly selected as the grand prize winners from more than 8,300 entries.

Amtrak, MoDOT and the Missouri Division of Tourism co-sponsored the sweepstakes to encourage tourism and train travel in Missouri. It was launched on May 8 in celebration of National Train Day (May 8, 2010 and National Travel and Tourism Week (May 8 – 16, 2010 .

MoDOT's Rail Administrator Rod Massman saw the contest as a way to "motivate more people to take the Missouri River Runner because it is an exciting way to travel across the state and experience many great family-friendly destinations."

Steward won the Cardinals Grand Prize, which consists of four Amtrak Missouri River Runner round-trip tickets; four tickets to a Cardinals game; a stay at the Millennium Hotel-St. Louis; and four passes to ride a tram to the top of the Arch.

Armstrong won the Royals Grand Prize: four Amtrak Missouri River Runner round-trip tickets; four tickets to the Royals game; a stay at the Kansas City Marriott Downtown; and four passes for Science City at Union Station Kansas City.

New Hard Hat Guidelines Stress the Importance of Employee Safety

by Amber Seaton

After a year of discussion, planning and revisions – not to mention teamwork and collaboration - MoDOT's new hard hat guidelines have been finalized. They will be effective July 1 of this year.

The new guidelines were developed with input from a diverse, statewide team of employees that included district engineers, maintenance employees, safety and health staff and others. They are detailed and give workers specific instances in which hard hats must be worn. For example, employees need to have hard hats on when performing bridge inspections (except routine deck maintenance , when operating a chainsaw and when installing, repairing and replacing rigid signs.

Officials hope the improvements will drastically decrease the number of at-risk employees.

"We are not changing the policy as much as we are defining it," said Jeff Lockwood, MoDOT safety and health manager. "Previously, the policy was very broad, allowing workers to go without hard hats in instances when they were most needed. The new guidelines provide them with a defined set of tasks for which hats are always necessary."

Over the past five years, MoDOT has seen an increase in the number of work-related head injuries. As of this year, such injuries have totaled more than $850,000 in damages.

While one of the goals of the new guidelines is to significantly decrease injuries, Lockwood says there is an even more important goal to accomplish.

"Of course we want to reduce the number of injuries and minimize costs, but that is not the main reason we're doing this. Our number one priority is employee safety, first and foremost," he said.

A new communications and educational plan is in the making to help spread the word about the new guidelines and encourage employees to properly implement the changes.

"We want to use all avenues possible to reach employees. Currently, we are working on a short intranet video and a tri-fold handout giving information about the new guidelines," said Lockwood.

MoDOT is also using the introduction of the new hard had guidelines as a platform for reminding employees about the proper ways to care for, inspect and put on a hard hat.

With the new guidelines in place, MoDOT officials believe that more employees will return to their families in the same way they arrived to work: healthy and safe.

For more information, check out the Risk Management Manual on the intranet or visit *http://tinyurl.com/3abemw8.*